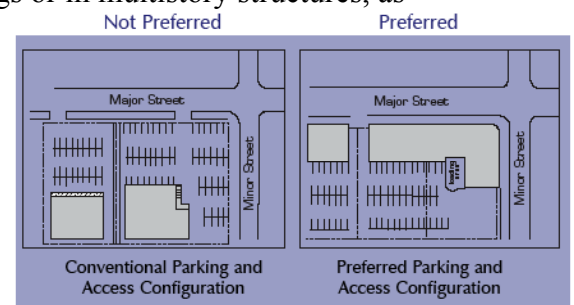


## **APPENDIX B:**

### **Design Guidelines for Future Development of Newton's Village Centers and The Needham Street Corridor**

- 1) A village center should have a walkable scale, which in most cases is considered to be a 5 to 10 minute walk from its core to its edge, or about a 1/2 mile maximum distance. Therefore, each village node may be up to 1 mile in diameter. Most village centers will occupy an area of about 40 to 100 acres.
- 2) A village center will have a discernable core area or civic space. There should be a mixture of residential and non-residential uses, with a minimum of 15% of floor space devoted to commercial uses. Public structures (such as civic spaces) and public open spaces, such as squares, parks, and playgrounds should be integrated into the village center. There should be a diversity of housing types, commercial, and civic uses. Small-scale commercial uses should be integrated into mixed-use retail and residential areas.
- 3) Higher residential densities and smaller lot sizes, usually including multi-family dwellings, are generally located in the core area, with lower densities located towards the edges. Commercial densities should be sufficient to promote pedestrian access. Building should emphasize street frontages, and be oriented to sidewalks and transit access.
- 4) Streets should be interconnected so as to diffuse traffic and to shorten walking distances. Streets should be relatively narrow and landscaped with rows of trees. Block lengths should be between 250 and 500 feet.
- 5) Streets should provide a sense of enclosure, enhance neighborhood character, visually terminate in specific locations, and provide physical and visual access to public places.
- 6) Streets should be bounded by buildings of an appropriate height based on the width of the street. Pedestrian comfort is best attained when buildings are not overly tall, which can create unpleasant shadows, wind tunnels, and a corridor effect. Similarly, buildings that are too short and next to a wide street make the streetscape appear unfinished, forlorn, and barren. The world's most pleasant streets generally have a ratio between building height and street width of 1:1 to 1:2. In other words, a street and sidewalk corridor that is 60 feet wide feels most comfortable to pedestrians if the buildings along it are 30 to 60 feet tall (two to five stories).
- 7) Buildings should be oriented towards the street and placed close to the street. Pedestrian access to buildings from the sidewalk should be direct, and parking lots and garage structures should not face the street. Off-street parking should be located behind buildings, and not in the front, so as to not interfere with pedestrian access.
- 8) Drive-through services as part of development should be avoided in order to decrease emissions from idling engines and to reduce traffic and pedestrian-vehicle conflicts.

- 9) Sidewalks should be a minimum of 5 feet wide when fronting residential uses, but at least 10 feet wide in commercial zones. Sidewalks should directly abut stores in commercial areas. There should be sidewalks on both sides of the street and there should be a continuous pedestrian network. Curb cuts should be minimized to reduce conflicts between cars and pedestrians and also to reduce interruptions to traffic flow.
- 10) Pedestrian street crossings should be no longer than necessary, since the needs of pedestrians should be balanced with those of vehicular traffic. Where it is appropriate, mid block crossings, bulb-outs, raised crosswalks, and other traffic calming measures should be undertaken to improve the pedestrian environment.
- 11) On-street parking is encouraged in pedestrian zones. It slows traffic and provides a buffer for pedestrians between the street and the sidewalk. On-street parking is a valuable public resource that benefits the small businesses in our village centers.
- 12) The streetscape should be made more appealing with the addition of trees, wide sidewalks, and other pedestrian amenities such as street furniture. Building facades should stimulate visual interest and harmony with adjacent structures. Building design may be more important than building use in a pedestrian zone. Streets are more interesting when they are bordered by buildings with porches, plazas, patios, and shopfronts. There should be easy views into and out of commercial buildings, with permeable glass facades fronting the sidewalk. Multi-story construction is characterized by first floor uses for retail or office space, with the possibility of residential housing above.
- 13) Buildings in pedestrian zones will be considered for transportation credits (either in the form of reduced fees charged to the developer or increased allowances for usable floor area) when they conform to pedestrian-oriented design features. Credits for parking requirements will be granted for mixed-use buildings or for buildings with good transit access. Increased density and reduced parking will be allowed for buildings that conform to the standards.
- 14) The administrative review and approval process will be simplified and accelerated for buildings and developers who follow village design parameters as outlined in this plan, thereby reducing the overall cost of the project for the developer.
- 15) Creative parking strategies and lower parking requirements should be implemented. In most cases, a limit on the maximum of allowed parking spaces should be enforced. Developers should be permitted to use on-street parking spaces (within 600 feet) when calculating off-street parking requirements. Innovative strategies should be implemented to allow shared parking spaces between businesses. Parking may also be located in underground buildings or in multistory structures, as long as there is ground-floor retail facing the street.
- 16) Parking lots must not face the street and they must not be placed between the sidewalk and the front of a building. Instead, parking should be located in shared structures or lots behind buildings, or in the form of on-street parking. On-street parking slows traffic, protects pedestrians on the sidewalk from moving cars, and reduces the need for costly off-street parking.



## **APPENDIX C:**

### **Design Checklist for Village Centers and The Needham Street Corridor**

#### **Village Center and Transit Oriented Development Design Guidelines:**

- Encourage minimal setbacks: less than 6 feet from the property line
- Minimum building frontage as percent of lot frontage = 75%
- Buildings to include clear windows for at least 50% of façade facing the street
- No more than 30% blank walls facing the street
- Building entrances should be oriented to the street
- Buildings should provide structured shading, such as awnings and arcades
- Building height to street width ratios should be 1:2 (preferable) to 1:1 (at most)
- Linear retail should front the street in any large developments
- At least 15% of building area and 85% of ground floor frontage should be for commercial and retail use, preferably on ground floor
- Parking should be located in the rear and not fronting the street
- Sidewalks must have a minimum width of at least 10 feet (12 feet preferable)
- Sidewalks may be used for seating, display, dining, etc with permit
- Signs must be pedestrian scale, no more than one square foot per one foot of elevation (maximum 100 square feet)
- For structured parking, non-parking uses must occupy at least 50% of ground level
- Structured parking should not face the main road at ground level
- Loading access should be from non-pedestrian streets
- Mixed-use development is encouraged, with retail on ground floor
- Encourage design-based zoning approval, rather than by type of use

#### **References:**

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Division of Highways, North Carolina Department of Transportation, “Traditional Neighborhood Development Guidelines” (August, 2000). David McCoy, Len Sanderson, and J.D. Goins, Raleigh, NC.

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